



# Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



**Date:** June 30<sup>th</sup>, 2009 @ 6:00 pm EST

**Subject:** Master Plan Alternative Development Workshop

**Attendees:** Attached Sign-In Sheet

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These meeting minutes provide a summary of the information and comments provided during the Technical Advisory Committee meeting. Please note that Mr. Philip Jufko, Director of Planning, The LPA Group Incorporated acted as moderator during this process. Comments or questions provided by him to stir discussion are designated as "Moderator Question or Comment". TAC Member questions or comments will be designated as such.

Copies of the meeting presentation and agenda are provided on the project website ([www.stlucieco.org/airport](http://www.stlucieco.org/airport)). SHOULD YOU DISAGREE WITH THE INFORMATION IN THIS RECORD, PLEASE ADVISE IMMEDIATELY ([TFantinato@lpagroup.com](mailto:TFantinato@lpagroup.com)). Thank you.

## I. Introduction

Ms. Diana Lewis, Airport Director of St. Lucie County Airport requested that the Technical Advisory Committee (TAC) elect a Committee Chair and Vice Chair to represent the wishes of the Technical Advisory Committee at Public Meetings and forums. The TAC elected:

Mr. Bob Greene as Committee Chair, and  
Mr. Jim Van Hekken as Vice Chair

The committee was also reminded that they are governed by the Florida Sunshine Rules, and thus, cannot talk about this project with other members outside the formal meeting venue.

## II. Purpose of Planning Workshop

Philip Jufko, the moderator, stated that the purpose of the meeting workshop/charette was to obtain input related to future airport development. The workshop included three distinct exercises in an effort to determine: community perceptions of the airport in general, the long-term vision of the airport as well as specific development ideas related to land use, zoning, and airside and landside facilities. This information is to be used as the basis for the airport alternative development options to be presented in the master plan update.



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Public participation in the project was encouraged. Members of the public were encouraged to provide written comments either at the meeting via comment cards or through the project website.

In preparation for Exercise 3, TAC member were assigned to one of three groups (Red, Yellow and Blue) to facilitate development of long-term airport development options.

### **III. Current Perceptions of the Airport (Exercise 1)**

a. The first exercise identified public perceptions (advantages and disadvantages) associated with St. Lucie County International Airport. To facilitate the discussion, P. Jufko provided the following questions:

- What are the perceived impacts of the airport on the surrounding community?
- Is the county and surrounding municipalities targeting the right industries?
- What is needed to attract these industries to the county?

#### **i. TAC Perceived Airport Advantages:**

1. Location to Port
2. Existing infrastructure – highway, rail, utilities, etc.
3. Acreage (~3,660 acres)
4. Underutilized Facilities/Infrastructure
5. Access to Bahamas
6. Draws Industry (ability to draw biotech firm and major companies)
7. On-site Customs
8. International Airport – Are we fulfilling that role?
  - a. Businesses which serve international aviation provide jobs
  - b. Foreign Trade Zone
  - c. International Airports usually provide passenger service.
  - d. International Airports also have greater volume and variety of traffic compared to general aviation or regional commercial airports.
9. Proximity to Tourist Destinations



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### **ii. TAC Perceived Airport Disadvantages:**

1. Runway Pavement Strength
2. Surface access and signage (access is restrictive and no direct route to I-95)
3. Proximity to Coast and residences to the east
4. Lack of industry in the area, which impacts jobs, tax base, etc.
5. Airport lacks Part 139 (Commercial Service) certification
6. Limited commitments
7. Environmental issues
8. Lack of utilities on the north side of the property.

### **iii. Other TAC Comments/Perceptions:**

1. Moderator Question: Where do people in the community go for airline services?
  - a. TAC Comments: North (Melbourne, Orlando, etc.) and South (Palm Beach, Ft. Lauderdale, etc.)
  - b. TAC Comments: Four commercial service airports are located approximately 90 minutes from St. Lucie County.
2. Moderator Comment: Historically, as areas have grown, the population tends to migrate up and out. For example, as the Miami area grew, population moved up to Ft. Lauderdale, West Palm Beach, etc.
3. TAC Comments concerning Public Perception:
  - a. Business community would like to expand airport and try to use as a tool to attract potential businesses.
  - b. But significant portion of St. Lucie County Population doesn't even know the airport exists.
  - c. Those that do know about the airport assume that it requires a large amount of public funding to operate. However, the Airport is currently self-sufficient and is using existing leasehold revenues (Golf Course) to pay prior loans back to the County's General Fund.
  - d. The Air Traffic Control Tower (Controlled Airspace) could be considered an airport advantage or disadvantage depending upon who you speak to. Corporate and Commercial operators



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prefer to fly into controlled airspace; whereas recreational general aviation pilots tend not to like to fly into controlled airspace.

- b. Moderator Questions: What are the various issues? What do we need to evaluate as part of the master plan update? How should be issues be prioritized?

i. TAC Comments – Operational Issues:

1. Runway length and strength (short and long-term requirements)
2. Surface Access
3. Utilities
4. Permitting

ii. TAC Comments – Planning Issues:

1. Access (ingress and egress is considered poor)
2. Multi-modal plan of action (tie highway, rail, port and aviation together)
3. Facilities (Airsides and Landside)
4. Runway length and strength requirements
5. Non-aviation development
6. Permitting issues – Environmental concerns need to be addressed as part of any proposed development.

iii. TAC Comments – Economic Impacts:

1. Airport Development Funding – Grants/local match/private funding options
2. Business Development
  - a. Torrey Pines Institute for Molecular Research
  - b. Mann Research Center, LLC
  - c. Vaccine & Gene Therapy Institute
3. Homeland Security Training facility at IRSC
4. Tri-County Effort to draw businesses to the Treasure Coast Region
5. Energy (Alternative Energy sources)
6. Aviation/Non-Aviation Development – growth in this area is needed to support costs of future airport development and local match

- iv. TAC Comment/Question: British Petroleum article states that there is only 12 years left of oil reserves. How does that play into aviation? How does it affect



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the airport and the entire industry? Is the industry looking at alternative fuel sources?

Moderator Response: Yes, the industry in general is looking toward Biotechnology for alternative fuel sources. The impacts of oil will be evaluated as part of the master plan process.

- v. Moderator Comment: Activity drives facility development. If activity decreases, development of certain facilities may be postponed.
- vi. Moderator Comment: Runway pavement overlay is a safety issue and needs to be considered in the short-term.
- vii. Moderator Question: How does an airport survive when aviation activity is down?  
TAC response: Non-aviation development/revenues are used to supplement airport operations and are used to help pay the local match for required aviation facilities.
- viii. Moderator Question: How do we bring new business to the county?  
TAC Response: The business community and the County are marketing the area to potential businesses, such as Torrey Pines, Ed Massey, Homeland Security Facilities, etc. They have obtained interest from some other organizations that would support Scripps Facilities in West Palm Beach. However, the County has lost businesses because of the lack of commercial airline services. People who have business in St. Lucie County must use other commercial airports (i.e. Orlando, Palm Beach, etc.) and then rent a car.
- ix. TAC Question: How many people are using Orlando or Palm Beach Airports but are actually coming to St. Lucie County? How many businesses has the county lost (if any) due to the fact that there is no commercial service airport? What are the statistics?
- x. TAC Comment: The County lost Burnham Institute for Medical Research to Orlando Area because of the lack of commercial service. There have been others as well. It has been well documented that factors that attract new businesses include: Commercial service airport, schools, affordable housing, labor pool, etc.
- xi. TAC Comment: The Airport is a jewel which is being underutilized. The Treasure Coast region will recover from the recession, and it is anticipated that the population of the county will increase. Thus, there is a need to develop the



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airport in an effort to draw businesses and population (and tax revenue) to the county.

- xii. TAC Comment: Why should St. Lucie alone make the effort? Wouldn't it be more valuable to work with neighboring counties to spur growth and development?
- xiii. Moderator Comments: If it is the ultimate decision of the Board to make St. Lucie County International Airport commercial service, then the Board of County Commissioners (BOCC) and community need to start planning in the short term for long-term changes at the airport. The BOCC should look at decisions which could impact the ultimate development of the airport. However, since a master plan is typically required every five to 10 years depending upon development and growth, than the community and BOCC will have the opportunity to reevaluate recommended long-term development.
- xiv. TAC Comment: No matter what gets laid out in the master plan update, development on the airport will require significant permitting. The process can be expedited if, during the master plan process, coordination and consultation with the agencies is done.
- xv. Moderator Comment: Some development may not require tons of justification, and, therefore, could go directly to the environmental and permitting stage of project development. Since the master plan and stormwater drainage plan are being developed in concert, alternative development outlined in the master plan will be evaluated as to potential environmental impacts as well as stormwater requirements.
- xvi. TAC Comment: In order to provide accurate input in the process, request that information from the drainage study and any associated environmental work be included with the working papers distributed to the committee.

#### **IV. Strategic Visioning Exercise (Exercise 2)**

The second exercise was designed to obtain input from the TAC and public concerning the long-term vision of the airport. Thus, the moderator requested that each of the TAC members develop a newspaper headline related to airport development over the next 20+ year planning period. These headlines are provided below:

- 15-20 years: "Medium Density Commercial airport including international cargo port with the Bahamas/Caribbean, A leader in Visionary Development"



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- “The St. Lucie County Airport will have I-95 access as a result of a Land swap with the Cloud Grove tract. Negotiations are underway to develop the Airport similar to the Sanford Facility with the ultimate goal of offering international flights to our area.”
  - “United Airlines to start Next Generation, Non-Stop Service to Chicago”
  - “Regional Hub for the Treasure Coast. Airport Free Zone (Trade). Jump-off location for Caribbean Tourism (to and from)”
  - “St. Lucie County International Airport leads four county region in Corporate Traffic”
  - “Airport Expansion needed for Future Community Development”
  - “St. Lucie Becomes Home for New Efficient Aircraft Engine Firm”
  - “New St. Lucie International Gateway Terminal Opens...One more Step in Supporting Local Tourism”
  - “Full Commercial Service to Major US Cities. Cargo Operators from Major Shipping Companies to support local/port. Rental Car Companies.”
  - 20 Years: “The People’s Gateway to St. Lucie County”
  - 90 Years: “Land Here in the Southern Most Floridian Airport”
  - “New Regional Airport to Break Ground: The Treasure Coast, All Four County Governments working together to Build a Regional Commercial Airport and Rail System to Serve the Treasure Coast”
- a. Moderator Comment: It seems after reviewing the headlines that everyone is in agreement that the long-term vision for either the existing airport or for development of a new airport is commercial service.
- b. TAC Comment: It was interesting to hear what wasn’t said like “St. Lucie County Airport closes or stays the same”, etc.
- c. Moderator Comment: Similar situation happened at St. Petersburg when the community supported maintaining Albert Whitted Airport.
- d. Dr. David Byers (The LPA Team) also stated that St. Augustine and Charlotte County Airports were providing commercial flights. Although Skybus is a defunct business, Charlotte County still provides limited commercial service through Direct Air and Allegiant.
- e. Moderator Questions: Does the Airport need to provide commercial service, and to what degree? What projects and phasing will be required to obtain this goal?
- f. Moderator Comment: Need to evaluate land uses in and around the airport as part of the future development options.





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- g. Moderator Question: How is this airport an engine for economic development in St. Lucie County?
- h. Moderator Question: What are the impacts associated with developing the existing airport for commercial service or developing a new regional commercial airport on a “green field” site?
  - i. Moderator Comment: Development of a “Green Site” will take much more time (at least 10 years) than retrofitting the existing airport. In order to develop a green field site, the following steps will need to be taken:
    - 1. Site Selection (several alternative sites will need to be evaluated based upon airspace, environmental, land use, zoning, topography, access, infrastructure and cost).
    - 2. Justification for a new site will need to be provided as well as Benefit Cost Analyses. This will be followed by an Environmental Impact Statement and Master Plan before design can even be started.
  - ii. Whereas, the development of the existing airport site already has an existing revenue stream, facilities/infrastructure, has available land, etc. Development of the existing airport will still, however, require justification and an environmental analysis to identify and mitigate potential impacts.
  - iii. Moderator Comment: Also, the Florida Aviation System Plan (FASP) already has recommended that St. Lucie County International Airport be developed long-term as a commercial service airport to support population growth in the Treasure Coast Region. There are also issues associated with existing grant assurances. The FAA may or may not allow the County to pay back their assurances, and the FAA/FDOT may force, as part of the grant assurance policy, to keep the existing airport open for a specified time. Unless the impacts are too great, FAA and FDOT will try to convert an existing airport to accommodate this type of service since infrastructure and funding mechanisms are already in place.
- i. Moderator Question: What are some target industries that the Airport could attract?
  - i. TAC Comments: Biomedical, Institutional (schools), Regional Distribution (inland port), etc.



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- j. Dr. David Byers provided a brief summary of NextGen technology as well as its impacts to St. Lucie County International Airport.
  - i. NextGen is currently being “pushed” by the FAA. They are in the process of adding GPS approaches to various airports and are phasing out Non-Directional Beacon (NDB) and VHF Omni directional Range (VOR) equipment and approaches. The purpose of NextGen is to increase safety and capacity while providing pilots and controllers a better “real time” picture of the operating environment. The South Florida Service Area has already been established and ground stations are already in place. In addition, A GPS approach to Runway 32 at St. Lucie County International Airport (FPR) is expected to be certified as of September 2009.
  - ii. The potential impacts of NextGen on FPR operations may include lowering the visibility minimums Runway 10R to ½ mile. This, however, will require the existing power lines to be relocated. In addition, because of the greater controller flexibility, carbon emissions and noise would be reduced, a fuel savings is likely and airspace capacity would increase.
  - iii. TAC Question: In order to truly improve capacity, isn’t it necessary to add pavement to the airport (i.e. runways, taxiways, apron, etc.)? D. Byers: Although NextGen will decrease separation requirements in the air, you will need more pavement (taxiway turn-offs) to improve capacity on the ground.
- k. Additional Committee Comments and Perceptions:
  - i. Moderator Question: What other opportunities could the airport pursue? Note that targeting certain industries will impact how the airport is developed.

TAC suggested the following:

    - 1. Bonded Warehouse
    - 2. Regional/International Distribution Center – Annex application related to RFQ for Inland Port based upon FDOT Report; Need for additional capacity to relieve congestion at other south eastern ports; attract businesses that could use both the Port and the Airport facilities.
  - ii. Moderator Question: What other negative perceptions impact future airport development?



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1. TAC: Need businesses and community to support airport in order to draw better jobs to St. Lucie County.
2. TAC: Need to accommodate environmental requirements. Airport has several areas which have environmental issues.
3. TAC: Commercial Service at St. Lucie has been an on-going argument for a number of years. Community support will need to be obtained before such an effort is undertaken.

iii. Additional TAC Committee Comments:

1. Airports currently are the only heavy users of leaded fuel.
2. However, as older piston aircraft are being replaced by cheaper turbine aircraft, the demand for leaded fuel will continue to decrease. Jet A fuel is kerosene based. Forecasts of Avgas keep decreasing worldwide.
3. Airports, since most were old military airfields, were located on the coast. However, the property on the coast is valuable since people want to live by the water. Thus, in general, airports should be located where people do not want to live.
4. TAC Member Question: What businesses or industries have chosen to not come to St. Lucie County because of the lack of commercial service? Cars have always been the main transportation system in Florida since the state doesn't have an expansive public transportation network.

TAC Comments: Yes, according to various business and planning members on the TAC, Burnham Institute for Medical Research cited the lack of commercial service as one of the factors for not choosing St. Lucie County. Typically factors which attract businesses to a community include:

- Schools and Infrastructure
- Strong labor force
- Affordable housing
- Interstate Surface Access



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- Airport Commercial Service
- Cultural center, etc.

St. Lucie County cannot continue to depend upon Orlando and West Palm Beach to take care of the commercial service needs of the Treasure Coast Population since both of these airports are suffering from capacity problems that will only get worse as the population continues to increase.

5. TAC Comment: Mr. Van Hekken asked that instead of each airport trying to grab as much funding as they can, why don't the counties of the Treasure Coast work together to develop a regional commercial airport. Further, he stated that the EPA says it is not healthy to live near an airport because of the noise generated. He stated that the FAA only requires that aircraft noise be evaluated but does not look at the noise associated with cars, trains, lawnmowers, etc that are also found at the airport. Since the airport is located on the coastline, he suggests that the airport be relocated or that a commercial service regional facility be developed in the Northwestern Portion of the County where the citrus groves are currently located. Don't need such a large footprint for an airport; Palm Beach only occupies 2,000 acres.
6. Other TAC Member Responses: The location of the current airport adjacent to the Amtrak lines makes it ideal for a multi-modal facility development. Still FAA and FDOT will not allow the county to walk away from the existing airport or provide funding for a new airport without a very good reason since there is already a significant investment in existing airport facilities.
7. Additional TAC Comments: Mr. Chris Hambleton, Volo Aviation Inc. stated that the airport developed as follows:
  - a. 1980s: US Customs drove growth along with increased flight training demand. At times, 30-40 aircraft would sit on the taxiways at FPR waiting to be cleared by US Customs.
  - b. 1990s: US Customs demand started to drop off. Airport tried to attract additional tenants and businesses. Volo expanded



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business at FPR to include hangar rentals to supplement revenue from fuel. It was cheaper to live in St. Lucie County compared to other southern Florida Counties (i.e. Dade, Palm Beach, etc.)

- c. 2000-2005: US Customs decreases their hours of operations. People not going to the Bahamas. Banks are not supporting business development, and local resorts not attracting visitors like in the past.
- d. 2009 and Beyond – How should the Airport/County reinvent itself?

### V. Overview of Airport Facility Requirements

An overview of facility requirements based upon the FAA approved forecast was presented to the Technical Advisory Committee. This information was used to assist the TAC in creating long-term development options for FPR. Based upon identified issues, some potential alternative airfield and terminal options were presented to the TAC for their review.

- i. Land use on the airport and contiguous to the airport property will affect future aviation and non-aviation development. The Master Plan Team is working with the local planning organizations to identify compatible land use development and improved surface access to existing and proposed aviation and non-aviation development. As part of the master plan process, the Team will evaluate both existing and previous land use and zoning recommendations associated with future airport and off-airport development.
  - ii. The airport property includes several foreign trade zones. While this may help induce some businesses to relocate to the area, it is by no means the “magic bullet”.
- b. Facility Requirements and Preliminary Alternative Options
- i. TAC Question: Since Runway 10L-28R was developed to improve the overall capacity of the airport, shouldn't it be lighted?  
D. Lewis informed the TAC that Runway 10L-28R will be equipped with runway edge lighting as will the parallel taxiway when constructed. However, an instrument approach to Runway 10L-28R is not required nor planned in the near term.



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- ii. The current location of Runway 14 may mistakenly promote runway incursions. Thus, two runway extension options were illustrated to resolve this problem.
- iii. Two runway extension options and a runway shift option for Runway 10R-28L were also presented to the TAC for their evaluation and consideration.
- iv. Other issues that needed to be considered as part of Exercise 3 were:
  - Existing pavement conditions and strength
  - Taxiway width requirements
  - Aircraft access to Runway 10L-28R
  - Navigational Aid, lighting and air traffic requirements
  - Surface Access, terminal and non-aviation development, etc.

### **VI. Alternative Airport Development Exercises (Exercise 3)**

The Moderator requested that the TAC break-up into three teams (Red, Blue and Yellow) to facilitate the airport alternative development exercise. The Moderator directed each team to consider: future airside, landside, and support facilities, on and off-airport land use, as well as surface access. Team recommendations presented during the meeting are provided as follows.

- a. Red Team Recommendations (Jerry Groendyke, Benjamin Robinson, Jim Van Hekken, Bob Greene, and George Jones):
  - i. Recommended reserving the land west of Runway 10R for a potential extension. Since power lines are already being moved due to construction of Runway 10L-28R, than they should be moved to the west side of King's Highway to make room for potential extension of Runway 10R.
  - ii. Reuse the current Administration Building in the Short-Term for commercial terminal.
  - iii. Long-term - develop new commercial terminal adjacent to Indrio Road on the north side of the airport to facilitate access.
  - iv. No changes in general aviation hangar development
  - v. Support industrial development along King's Highway and St. Lucie Blvd to support long-term development while expanding revenue base.
  - vi. Extend Runway 14 to provide a total length of 5,700 feet.
- b. Blue Team Recommendations (David Recor, Peter Buchwald, and David Skiles)
  - i. Do not look at extension of Runway 10R-28L to the east- Topographic issues.



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- ii. Extend Runway 10R-28L to the west to provide a total ultimate length of 9,500 feet, and relocate power lines
  - iii. Rebuild/Reuse existing Administrative Building and Customs Area for future commercial terminal. Provide improved restaurant and retail space.
  - iv. Current planned GA development is appropriate.
  - v. Non-Aviation Development – consider eco-friendly development adjacent or on airport property. A low rise resort with train access off of North 25<sup>th</sup> Street.
  - vi. Improve surface access by expanding King's Highway and St. Lucie Blvd to 4 lanes. Need to provide direct access to I-95 via King's Highway.
  - vii. Improve multi-modal access – add train stop at Airport Terminal
  - viii. Seven Development of Regional Impacts were recently approved in the airport area.
  - ix. Recommend industrial development along the north side of the airfield adjacent to Indrio Road.
- c. Yellow Team Recommendations (Daniel Holbrook, Diane Andrews and Chris Hambleton)
- i. Construct future passenger and customs facilities between Runway 10R and 10L on the west side of the airfield.
  - ii. In the short-term, reconfigure existing Administration Building to accommodate anticipated commercial service from the Bahamas.
  - iii. Need to construct a beach resort to attract passengers
  - iv. Develop north portion of the airport property contiguous to Indrio Road as industrial.
  - v. Improve access to I-95 and expand St. Lucie Blvd to 4 lanes. Need to get exit and entrance to Florida Turnpike and I-95 since current egress and ingress to the airport is horrible and somewhat confusing.
  - vi. Provide Amtrak station at the airport.
  - vii. In the short-term, extend Runway 10R-28L to the west to provide a total length of 8,000 feet. However, reserve property for future long-term extension to 9,500.
  - viii. Extend Runway 14-32 to 5,700.
  - ix. Chris Hambleton (representative of the Yellow Team) also stated that his supplier has seen a 15 percent decrease in Avgas (100 LL) usage but a significant increase in Jet A (Kerosene) usage. Engine manufacturers are also transitioning from manufacturing piston engines to turbine engines since they run cleaner and are more efficient. Lastly, every piston aircraft that crashes is not being



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replaced by another piston but rather with a turbine engine aircraft which runs on Jet Fuel.

### **VII. Questions and Comments**

- a. Information and recommendations provided at this meeting will be used to develop approximately three alternative options for FPR. This development will not only incorporate the recommendations of the tenants and TAC committee but the information provided in previous planning reports. Further, consultation with local planning authorities will be held in an effort to coordinate off- and on-airport development options. The master plan team will evaluate each of the alternatives against constructability, funding, environmental and permitting requirements, drainage, community acceptance, etc.
- b. The airport is currently self-sustaining and pays for the local match of planned development. The revenues that the airport receives from the Golf Course are being used to pay back previous General Fund loans to the County.
- c. TAC Comment: Airport Management has made an effort to have the local community come see the airport (airport days, young eagles, etc.), but this effort must continue in order to gain public consensus for future airport growth.
- d. The Master Plan Team at the next Workshop/Meeting will be presented three alternative development options including the pros and cons to allow the TAC to make an informed decision with regard to ultimate long-term development at FPR.

**Meeting adjourned at 9:30 pm EST.**